

9.3 TASMAN REGIONAL BOAT RAMP STUDY

Report To: Strategy and Policy Committee
 Meeting Date: 3 March 2022
 Report Author: Clare Scott, Transportation Planning Officer
 Report Number: RSPC22-03-3

1 Summary

- 1.1 The purpose of this report is to seek the Council's endorsement of the recommendations of the Tasman Regional Boat Ramp Study.
- 1.2 The Tasman Boat Ramp Study used an indicative business case process to identify a range of short and long term actions to provide better water access around Tasman Bay.
- 1.3 The recommended short term actions are:
 - a suite of minor parking and safety improvements at boat ramps at Mārahau, Kaiteriteri, Motueka and Nelson, and
 - an improved water access site at Kina Peninsula for smaller craft; and
 - an improved water access site at Moturoa/Rabbit Island (South) for smaller craft.
- 1.4 The cost of these actions collectively is expected to be in the range of \$300k.
- 1.5 The main recommended long term action is to consolidate and improve the boat ramp, wash down facility, and parking area at the Motueka Wharf. This is expected to cost in the range of \$1.2m.
- 1.6 The Indicative Business Case lists a boat ramp at the Māpua Waterfront Park as the second ranking recommendation.
- 1.7 There is currently no funding allocated to undertake these recommendations, apart from the funding previously allocated the Tasman Regional Boat Ramp Study (circa \$600k). As part of the Plan deliberations, this funding was allocated to supporting development of a boat ramp at Māpua Waterfront park being pursued by the Māpua Boat Club.
- 1.8 Staff intend to use the Boat Ramp Study recommendations in preparing the draft Coastal Assets Activity Management Plan for the Long Term Plan 2024-2034.

2 Draft Resolution

That the Strategy and Policy Committee:

- 1 receives the Tasman Regional Boat Ramp Study Indicative Business Case (Attachment 1) RSPC22-03-3; and
- 2 endorses the following recommended actions from the Boat Ramp Study:
 - undertake minor parking and safety improvements at Mārahau, Kaiteriteri, Motueka and Nelson; and
 - improve water access site at Kina Peninsula for smaller craft; and
 - improve water access site at Moturoa/Rabbit Island (South) for smaller craft; and
 - consolidate and improve the boat ramp, wash down facility, and parking area at the Motueka Wharf.

- consolidate and improve the boat ramp, wash down facility, and parking area at the Motueka Wharf.
- 3 notes that the actions in Resolution 2 will be included in the 2024 draft Coastal Assets Activity Management Plan for consideration through the Long Term Plan 2024-2034 process.

3 Purpose of the Report

- 3.1 The purpose of this report is to seek the Council's endorsement of the recommendations of the Tasman Regional Boat Ramp Study.

4 Background and Discussion

- 4.1 The Tasman Boat Ramp Study began in 2019 with the intended purpose of identifying the best locations for all-weather, all-tide water access on Tasman Bay.
- 4.2 The key goals of the Study were to address the following:
 - safety of pedestrians while walking through water access sites;
 - over-capacity parking at boat ramp locations; and
 - providing an improved boat ramp facility at a suitable location along Tasman Bay.
- 4.3 Throughout the study, staff engaged with a stakeholder group including Māpua Boat Club, Nelson and Tasman harbourmasters, Motueka Power Boat Club, Nelson Regional Development Agency, and a range of smaller boating organisations around the District. Attendance at the meetings varied, however members of the Māpua Boat Club and the harbourmasters regularly attended. Staff also engaged with Te Tau Ihu iwi Tāiao representatives on multiple occasions over the course of the project.
- 4.4 Due to lack of staff capacity and need to consult with iwi, progress on the study paused until additional capacity allowed the team to continue in December 2020.
- 4.5 As the study progressed, it became clear that a single all-weather, all-tide water access facility was an unachievable goal. Given the highly changing nature of the tides in the near-shore environment around Tasman Bay, it became clear that a suitable depth of water for any type of water craft, at any time of day, was impossible to guarantee.
- 4.6 Consequently, the focus of the study changed to identifying the best options to improve safety, accessibility, and capacity at existing facilities.
- 4.7 As part of the draft Long Term Plan 2021-2031 (LTP), \$600,000 in year 3-4 of the LTP was budgeted to implement the Boat Ramp Study. In deliberations, the Council allocated this funding to support investigating and developing the boat ramp facility at the Māpua Waterfront Park which was proposed by the Māpua Boat Club.
- 4.8 In October 2021, the Indicative Business Case for the study was completed. It recommends improving the boat ramp and parking facilities at the Motueka Wharf, and a range of shorter term improvements focused on Moturoa/Rabbit Island (southern end) and Kina Peninsula. The detailed business case is included as Appendix 1.
- 4.9 A summary of the recommendations, including project descriptions, expected benefits and required expenditure is below.

Table 1

	Description	Expected benefits	Capex	Opex
Motueka Wharf Improvements	Improved boat ramp and wash down facilities, as well as safety and parking improvements	Increased efficiency and capacity at Motueka Wharf due to consolidated parking, water access and washdown facilities, also increased safety for pedestrians in the area	\$1-2m (these costs are subject to the masterplan process and will be shared between parties)	Minor costs for the upkeep and maintenance of the site
Kina Peninsula upgrade	Minor improvements to the boat ramp on	The expected benefit of this action is to improve water	\$100k	Minor costs for the upkeep and

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Kiwa Peninsula upgrade	Minor improvements to the boat ramp on site and minor amenity upgrades	The expected benefit of this action is to improve water access for those with smaller water craft, and help spread the load, reducing demand at larger boat launching locations	\$100k	Minor costs for the upkeep and maintenance of the site
Moturoa/Rabbit Island (South) upgrade	Minor improvements to the boat ramp on site and minor amenity upgrades	The expected benefit of this action is to improve water access for those with smaller water craft, and help spread the load, reducing demand at larger boat launching locations	\$100k	Minor costs for the upkeep and maintenance of the site
Other minor improvements	Safety improvements for pedestrians at Mārahau, Motueka and Nelson	The expected benefit of these actions is increased safety for pedestrians in the area of the boat launch facility. This may include new line markings to indicate pedestrian paths and zebra crossings.	\$100k	None

4.10 Regardless of the outcome of the investigation into a boat ramp at the Māpua Waterfront Park, staff still recommend endorsing the long-term action of an improved boat ramp and wash-down facility at the Motueka Wharf. The improvements recommended for Motueka Wharf are still needed and are not solely related to capacity issues. Investing in the Motueka Wharf site would also facilitate improved pedestrian safety and ecological benefits from a better washdown facility intended for personal and commercial craft. The proposed Māpua boat ramp is primarily to meet local needs and is not considered

paths and zebra crossings

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4.11 Staff have engaged with representatives of some of the organisations that will have a higher level of interest in the future of this process, including the Motueka Power Boat Club. Staff will work with interested parties in the development of a masterplan for Port Motueka. This will assist in determining the scope and timing of works, and how costs are to be funded.

4.12 Iwi representatives and key stakeholders to the Study were briefed of these results in December 2021.

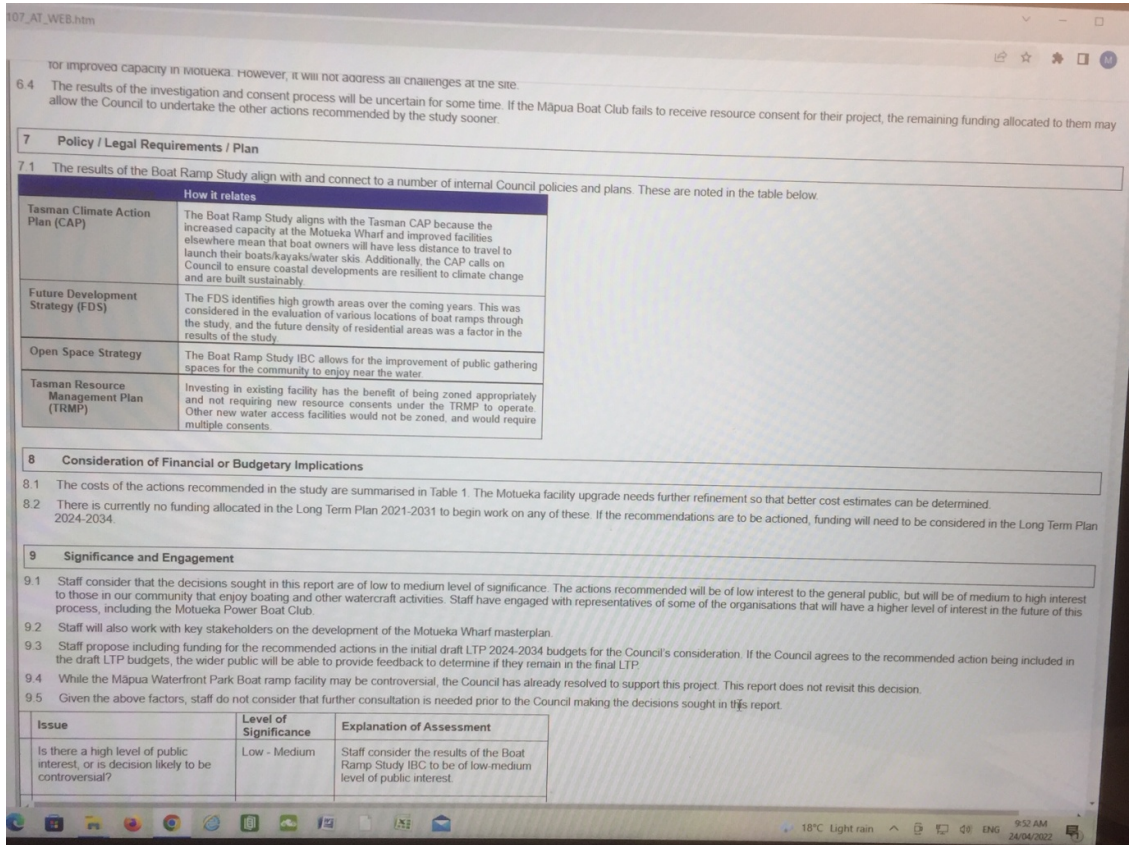
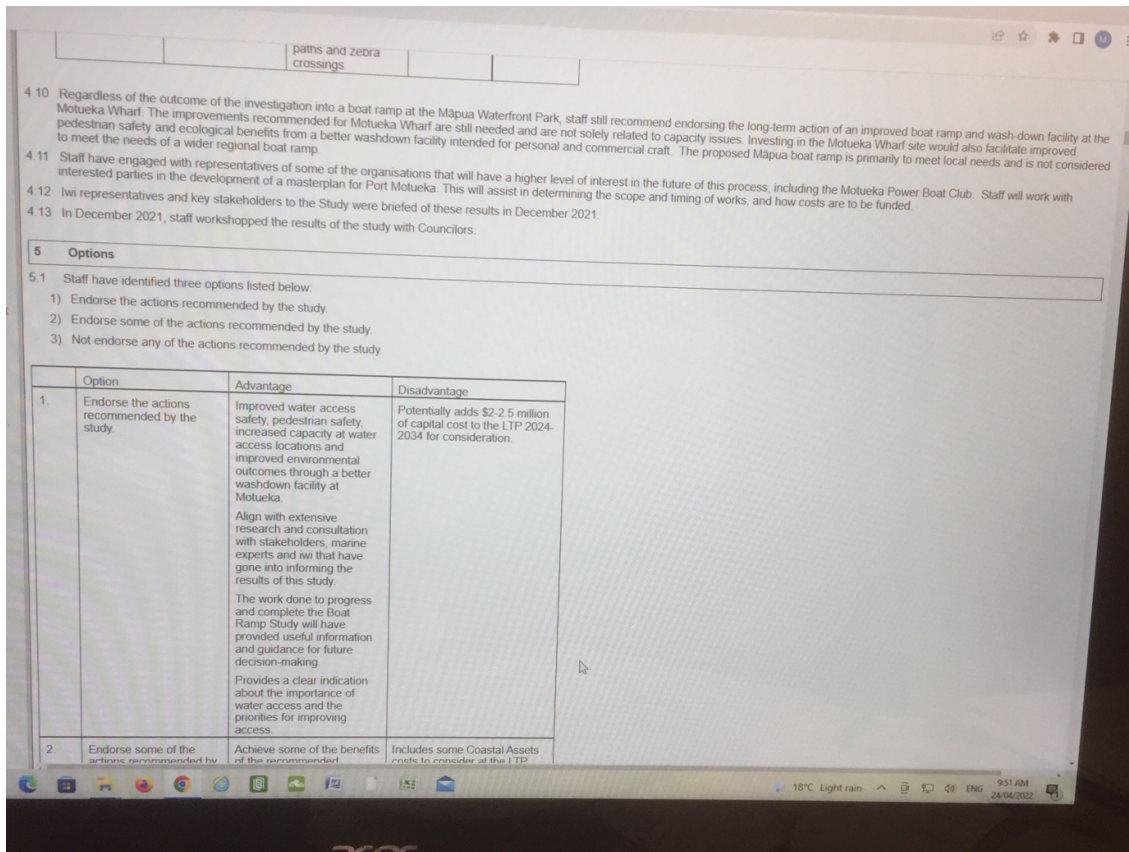
4.13 In December 2021, staff workshopped the results of the study with Councilors.

5 Options

5.1 Staff have identified three options listed below.

- 1) Endorse the actions recommended by the study.
- 2) Endorse some of the actions recommended by the study.
- 3) Not endorse any of the actions recommended by the study.

Option	Advantage	Disadvantage
1. Endorse the actions recommended by the study.	Improved water access safety, pedestrian safety, increased capacity at water access locations and improved environmental outcomes through a better washdown facility at Motueka. Align with extensive research and consultation with stakeholders, marine experts and iwi that have gone into informing the results of this study. The work done to progress and complete the Boat Ramp Study will have provided useful information and guidance for future decision-making. Provides a clear indication about the importance of water access and the priorities for improving access.	Potentially adds \$2-2.5 million of capital cost to the LTP 2024-2034 for consideration.
2. Endorse some of the actions recommended by the study.	Achieve some of the benefits of the recommended	Includes some Coastal Assets costs to consider at the LTP



Issue	Level of Significance	Explanation of Assessment
Is there a high level of public interest, or is decision likely to be controversial?	Low - Medium	Staff consider the results of the Boat Ramp Study IBC to be of low-medium level of public interest.
Are there impacts on the social, economic, environmental or cultural aspects of well-being of the community in the present or future?	Low	The decisions sought in this report are to endorse the recommended actions from the Boat Ramp Study. The report is not seeking a decision to undertake or fund these actions. Therefore, these decisions on their own will not impact community well-being. However, if in the future, Council decides to fund and implement the actions, an efficient use of space at the Motueka Wharf will mean that it is safer for pedestrians and a more pleasant place to launch watercraft. This is similarly relevant for upgrades to the Kina Peninsula and Moturoa/Rabbit Island water access sites.
Is there a significant impact arising from duration of the effects from the decision?	No	The decisions sought through this report do not create enduring effects.
Does this activity contribute or detract from one of the goals in the Tasman Climate Action Plan 2019 ?	Low	The decisions sought through this report do not of themselves have impacts on climate change. If in the future, Council decides to provide better boat ramp facilities, constructed with sea level rise in mind, this will contribute to the goals of the Tasman CAP.
Does the decision relate to a strategic asset?	No	
Does the decision create a substantial change in the level of service provided?	No	
Does the decision substantially affect debt, rates or Council finances in any one year or more of the LTP?	No	This decision does not commit Council to funding any project, but some of the projects, if funded in the future, will have an effect of debt.
Does the decision involve the sale of a substantial proportion or controlling interest in a CCO or CCTO?	No	
Does the proposal or decision involve entry into a private sector partnership or contract to carry out the deliver on any Council group of activities?	No	However, there will be further discussion with parties at Motueka to determine cost share.
Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
Does the proposal require inclusion of Māori in the decision making process (consistent with s81 of the LGA)?	No	Iwi authorities have been engaged in the decision making, and iwi feedback was included in the multi-criteria analysis that resulted in the recommendations of the study.

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Does the proposal or decision involve Council exiting from or entering into a group of activities?	No	
Does the proposal require inclusion of Māori in the decision making process (consistent with s81 of the LGA)?	No	Iwi authorities have been engaged in the decision making, and iwi feedback was included in the multi-criteria analysis that resulted in the recommendations of the study.

<p>10 Conclusion</p> <p>10.1 The Tasman Boat Ramp Study was initially launched with the intention of finding the best all-weather all-tide water access sites along the Tasman Bay.</p> <p>10.2 Over the course of the study, staff became aware that there are no suitable locations around Tasman Bay that provide all-weather, all-tide access to the water, other than those already in existence. In response, the study shifted focus to improving the safety, accessibility and sustainability of existing boat ramp facilities.</p> <p>10.3 Instead, the Study recommends:</p> <ul style="list-style-type: none"> undertaking a range of lower cost improvements, focused on the upgrade of the water access site on Kina Peninsula and at Moturoa/Rabbit Island (South), and upgrading the boat ramp and parking facilities at the Motueka Wharf to improve efficiency, safety and sustainability <p>10.4 The previous decision by the Council to support development of a boat ramp facility at the Māpua Waterfront Park has been considered and does not affect these recommendations. However, it may affect the timing of elements of the upgrade at Motueka Wharf.</p> <p>10.5 Assuming the Council endorses these actions, staff will include funding in the draft LTP 2024- 2034 for Council's consideration.</p>
<p>11 Next Steps / Timeline</p> <p>11.1 Staff will work with interested parties of a masterplan for Port Motueka to assist in determining the scope of works and cost to the Council.</p> <p>11.2 The Council will have the opportunity to consider whether to include funding for the recommended actions when preparing the draft budgets for the LTP 2024-2034.</p>
<p>Attachments</p> <p>1. Tasman Boat Ramp Business Case</p>